

**§ 27.477 Landing gear arrangement.**

Sections 27.235, 27.479 through 27.485, and 27.493 apply to landing gear with two wheels aft, and one or more wheels forward, of the center of gravity.

**§ 27.479 Level landing conditions.**

(a) *Attitudes.* Under each of the loading conditions prescribed in paragraph (b) of this section, the rotorcraft is assumed to be in each of the following level landing attitudes:

(1) An attitude in which all wheels contact the ground simultaneously.

(2) An attitude in which the aft wheels contact the ground with the forward wheels just clear of the ground.

(b) *Loading conditions.* The rotorcraft must be designed for the following landing loading conditions:

(1) Vertical loads applied under § 27.471.

(2) The loads resulting from a combination of the loads applied under paragraph (b)(1) of this section with drag loads at each wheel of not less than 25 percent of the vertical load at that wheel.

(3) If there are two wheels forward, a distribution of the loads applied to those wheels under paragraphs (b)(1) and (2) of this section in a ratio of 40:60.

(c) *Pitching moments.* Pitching moments are assumed to be resisted by—

(1) In the case of the attitude in paragraph (a)(1) of this section, the forward landing gear; and

(2) In the case of the attitude in paragraph (a)(2) of this section, the angular inertia forces.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964; 29 FR 17885, Dec. 17, 1964]

**§ 27.481 Tail-down landing conditions.**

(a) The rotorcraft is assumed to be in the maximum nose-up attitude allowing ground clearance by each part of the rotorcraft.

(b) In this attitude, ground loads are assumed to act perpendicular to the ground.

**§ 27.483 One-wheel landing conditions.**

For the one-wheel landing condition, the rotorcraft is assumed to be in the level attitude and to contact the

ground on one aft wheel. In this attitude—

(a) The vertical load must be the same as that obtained on that side under § 27.479(b)(1); and

(b) The unbalanced external loads must be reacted by rotorcraft inertia.

**§ 27.485 Lateral drift landing conditions.**

(a) The rotorcraft is assumed to be in the level landing attitude, with—

(1) Side loads combined with one-half of the maximum ground reactions obtained in the level landing conditions of § 27.479 (b)(1); and

(2) The loads obtained under paragraph (a)(1) of this section applied—

(i) At the ground contact point; or

(ii) For full-swiveling gear, at the center of the axle.

(b) The rotorcraft must be designed to withstand, at ground contact—

(1) When only the aft wheels contact the ground, side loads of 0.8 times the vertical reaction acting inward on one side, and 0.6 times the vertical reaction acting outward on the other side, all combined with the vertical loads specified in paragraph (a) of this section; and

(2) When all wheels contact the ground simultaneously—

(i) For the aft wheels, the side loads specified in paragraph (b)(1) of this section; and

(ii) For the forward wheels, a side load of 0.8 times the vertical reaction combined with the vertical load specified in paragraph (a) of this section.

**§ 27.493 Braked roll conditions.**

Under braked roll conditions with the shock absorbers in their static positions—

(a) The limit vertical load must be based on a load factor of at least—

(1) 1.33, for the attitude specified in § 27.479(a)(1); and

(2) 1.0 for the attitude specified in § 27.479(a)(2); and

(b) The structure must be designed to withstand at the ground contact point of each wheel with brakes, a drag load at least the lesser of—

(1) The vertical load multiplied by a coefficient of friction of 0.8; and

(2) The maximum value based on limiting brake torque.